

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,163 tons..... Captain H. D. Jones.
 " " "POWAN" 2,138 " " " R. D. Thomas.
 " " "FATSHAN" 2,160 " " " W. A. Valentine.
 " " "HANKOW" 3,073 " " " C. V. Lloyd.
 " " "KINSHAN" 1,995 " " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons..... Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 7 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.
 Cheap Excursions on Sundays, per S.S. "Honam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,190 tons..... Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 388 tons..... Captain J. Wilcox.
 " " "NANNING" 509 " " " C. Ditchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunking, Mahoning, Kweichow, Kaitung, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Dashing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" Capt. R. Branch. S.S. "SANUI" Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kunchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week, calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

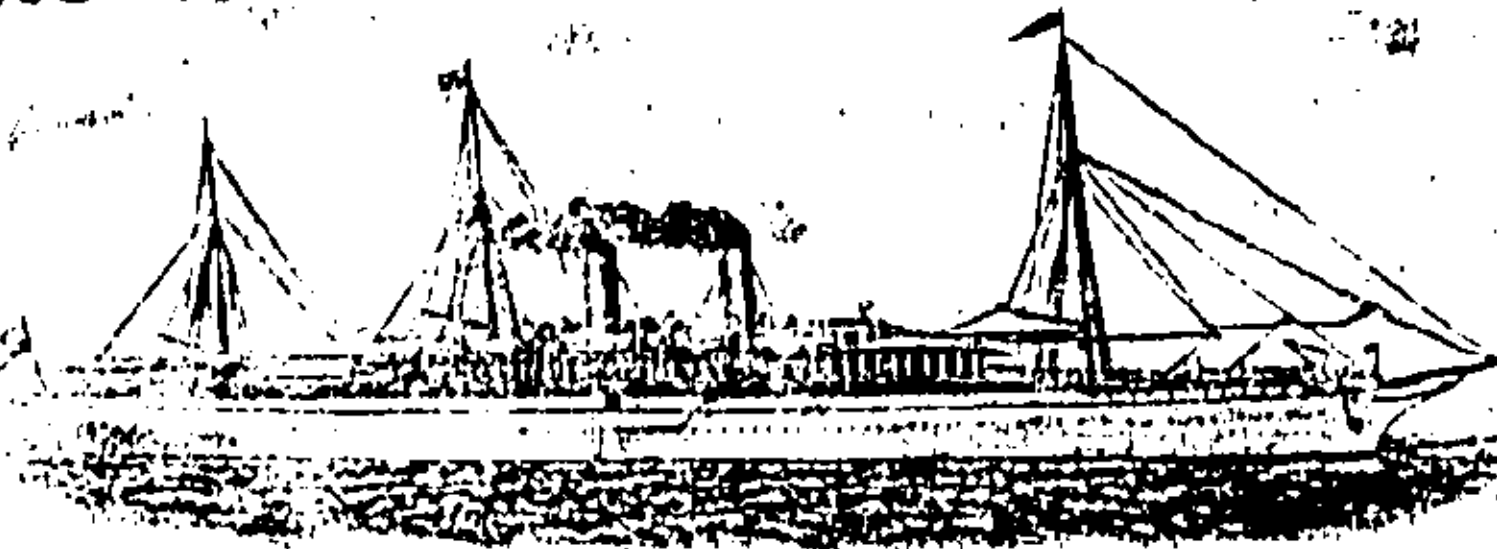
S.S. "TAK HING" Capt. R. Biers. S.S. "HONGKONG" Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kunchuk and Kongmoon. Returning daily (Monday excepted).

FARES:—Hongkong to Kong Moon.....Single \$6.00
 Hongkong to Kunchuk.....Single \$7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA & VICTORIA, B.C.) SAVING TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).
 R.M.S. "ATHENIAN" 2,440 Tons..... WEDNESDAY, 24th May.
 " " "EMPERESS OF CHINA" 6,000 " " " WEDNESDAY, 31st May.
 " " "EMPERESS OF INDIA" 6,000 " " " WEDNESDAY, 21st June.
 " " "TARTAR" 4,425 " " " WEDNESDAY, 14th July.
 " " "EMPERESS OF JAPAN" 6,000 " " " WEDNESDAY, 14th July.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. " £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 D. E. BROWN, General Agent,
 9, Palliser's Street.

HAMBURG-AMERIKA LINIE.

OBSATZTISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DISTINCTIONS.	SAILING DATES.
SENEGAMBIA ...	HAVRE and HAMBURG.	28th May. Freight.
Jaburg ...	(Calling at SPOR, PENANG & COLOMBO).	
O. FERD. LAEISZ ...	HAVRE and HAMBURG.	12th June. Freight.
von Hoff ...	(Calling at SPOR, PENANG & COLOMBO).	
BRISGAVIA ...	HAVRE and HAMBURG.	28th June. Freight.
Rue ...	(Calling at SPOR, PENANG & COLOMBO).	
SITHONIA ...	HAVRE and HAMBURG.	12th July. Freight.
Hildebrandt ...	(Calling at SPOR, PENANG & COLOMBO).	
ACILIA ...	HAVRE and HAMBURG.	26th July. Freight.
Albers ...	(Calling at SPOR, PENANG & COLOMBO).	
NUBIA ...	NEW YORK VIA SUEZ.	2nd June. Freight.
Habel ...	with liberty to call at the Malabar coast.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect, not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations, which I have received from all sources.

Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS; Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 24th May.
BAYERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
DARMSHADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PRUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAYERN	WEDNESDAY, 11th October.
GRINSENAU	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON WEDNESDAY, the 24th day of May, 1905, at Noon, the Steamship "ROON" of the NORDDEUTSCHER LLOYD, Captain G. Meiners, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 22nd May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 23rd May, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 23rd May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 30th May.
WILLEHAD	4,761	TUESDAY, 27th June.
PRINZ WALDEMAR	3,227	TUESDAY, 25th July.

ON TUESDAY, the 30th May, 1905, at Noon the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMER	ABOUT
KOBE & YOKOHAMA	WILLEHAD	TUESDAY, 6th June.
SHANGHAI, NAGASAKI, KORE & YOKOHAMA	ZIETEN	WEDNESDAY, 24th May.
SHANGHAI, NAGASAKI, KORE & YOKOHAMA	DARMSHADT	WEDNESDAY, 7th June.

NORDDEUTSCHER LLOYD.

for further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 10th May, 1905.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
 7.00 a.m. to 7.30 a.m. Every 15 minutes.
 7.30 a.m. to 8.00 a.m. Every 10 minutes.
 8.00 a.m. to 8.30 a.m. Every 15 minutes.
 8.30 a.m. to 9.00 a.m. Every 10 minutes.
 9.00 a.m. to 9.30 a.m. Every 15 minutes.
 9.30 a.m. to 10.00 a.m. Every 10 minutes.
 10.00 a.m. to 10.30 a.m. Every 15 minutes.
 10.30 a.m. to 11.00 a.m. Every 10 minutes.
 11.00 a.m. to 11.30 a.m. Every 15 minutes.
 11.30 a.m. to 12.00 p.m. Every 10 minutes.
 12.00 p.m. to 12.30 p.m. Every 15 minutes.
 12.30 p.m. to 1.00 p.m. Every 10 minutes.
 1.00 p.m. to 1.30 p.m. Every 15 minutes.
 1.30 p.m. to 2.00 p.m. Every 10 minutes.
 2.00 p.m. to 2.30 p.m. Every 15 minutes.
 2.30 p.m. to 3.00 p.m. Every 10 minutes.
 3.00 p.m. to 3.30 p.m. Every 15 minutes.
 3.30 p.m. to 4.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 29th December, 1904.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICES VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG.

PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, 111, Housi Road.

IS now in a position, in his New and Commodious Premises, to receive, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1904.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

FURNITURE WAREHOUSE.

LI KWONG LOONG, CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at No. 45, DES VOUEX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required. Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Co., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Address for our Dispensary and gave us every satisfaction."

(Sd.) A. S. Watson & Co., Ltd. ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

C. W. MEAD, C.E., President and Shanghai Manager. N. M. HOLMES, C.E., Vice-President and Hongkong Manager. A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering.	A Specialty made of Reinforced Concrete and Concrete Piles.	Examinations Surveys Reports and Estimates.	On all Railway or Proposed Construction Works.
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Hongkong, 2nd February, 1905.

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED, LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus. NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine. Guaranteed to remain in working order for any length of time. SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION. Is Self-acting. Extinguishes all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size. Maximum of simplicity and effect.

"MINIMAX" HONGKONG, 10th May, 1905.

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 10, D'AGUILAR STREET, HONGKONG, (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C., 59, Bentinck Street, 566, Nanking Road.

Hongkong, 24th March, 1904.

CAFE WEISMANN.

THE Public are invited to pay a visit to our new TIFFIN ROOMS.

The only place of its kind in Hongkong. A VERITABLE FAIRY LAND.

REAL GERMAN FASS BEER ON DRAUGHT.

Entrance—No. 14, WYNDHAM STREET, Hongkong, 22nd April, 1905.

A FOOK & Co., 12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch. Moderate terms. Orders solicited.

Hongkong, 23rd February, 1905.

TSANG FOO & CO., COAL MERCHANTS AND STEVEDORES, 48, DES VOUEX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible dispatch. Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE. MODERATE PRICES. ELECTRIC FANS. TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT. ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

Intimations.

WM. POWELL,
LIMITED.

—ALEXANDRA BUILDINGS—

LADIES'
DEPARTMENT.

A LARGE
AND
VARIED STOCK
OF THE
NEWEST
DRESS
MUSLINS
AND
WASHING
FABRICS.

PRETTY
BATHING
DRESSES
AND
CAPS.

CHILDREN'S -
DEPARTMENT.

NEW
WASHING
HATS.

PITH
HATS.

BOYS' & GIRLS'
SANDALS.

SUITS.

DRESSES
AND
BATHING
COS-
TUMES.

&c., &c., &c.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 22nd May, 1905.

Auctions.

PUBLIC AUCTION.
THE Underigned have received instructions to sell by
PUBLIC AUCTION,
TO-MORROW,
(WEDNESDAY) AND THURSDAY,
the 24th and 25th May, 1905, at 10 A.M., each
day, at H. M. NAVAL YARD,
SUNDRY NAVAL, VICTUALLING,
OBSOLETE AND CONDEMNED STORES.
Comprising:—
FIXED OVERHANGING SHEERS, complete
with CHAINS and BLOCKS and capable
of lifting 20 tons—Test load 30 tons, ELECTRIC
CABLE, MACHINE VENTILATING,
BRASS, COPPER, IRON, MANGANESE,
BRONZE, PAPER-STUFF, CANVAS, FUR-
NITURE, BLANKETS, PROVISIONS,
IMPLEMENTS, &c.

Also
1,500 Yards of SERGE in Trade Lengths.
Catalogues will be issued.
TERMS OF SALE:—As customary.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 23rd May, 1905. [567]

IN THE SUPREME COURT OF
HONGKONG.

ORIGINAL JURISDICTION.

ACTION No. 95 of 1905.

TO BE SOLD BY PUBLIC AUCTION

By Order of the Supreme Court of Hong-

kong.

VALUABLE LEASEHOLD

PROPERTY,

situate at Victoria in the Colony of Hongkong

on

THURSDAY,

the 25th day of May, 1905, at 3 o'clock P.M., at

Messrs. HUGHES & HOUGH'S SALES ROOMS,

Des Vaux Road Central.

All that right of EQUITY of REDEMPTION

of and in all those portions of Marine

Lot No. 225, which are registered in the Land

Office as Subsections Nos. 3, 4, 5 and 6 of

Section D of Marine Lot No. 225, and which

are more particularly delineated on the

Plan thereof annexed to an Indenture of As-

ignment dated the 31st December, 1888, and

registered in the Land Office by Memorial

No. 16,678 with the dwelling houses known

as Nos. 3, 5, 7 and 9, Tung Loi Lane, and

Nos. 10, 12, 14, and 16, New Market

Street, Victoria, aforesaid and are held from

the Crown for the Residue of a term of Nine

hundred and Ninety-nine years granted by a

Crown Lease dated the 14th day of December,

1878. Annual proportion of Crown Rent

\$100.31.

For further particulars and conditions of

sale, apply to—

Messrs. JOHNSON, STOKES & MASTER,

Solicitors for the Plaintiffs in the above

action who have the conduct of the

said Sale,

or to

Messrs. EWENS & HARSTON,

Solicitors for the Defendant LI TSUNO

PAK, otherwise known as LI PO

LUN, the Defendant in the said

Action,

or to

Messrs. HUGHES & HOUGH,

Government Auctioneers.

Dated the 13th day of May, 1905. [561]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have

received instructions to sell by

PUBLIC AUCTION,

ON

MONDAY,

the 5th June, 1905, at 2.30 o'clock in the after-

noon, at their Auction Room, No. 8, Des

Vaux Road (corner of Ice House Street)

THE

VALUABLE LEASEHOLD PROPERTY,

which is intended to be registered in the

Land Office as

SUBSECTION 1 OF SECTION N OF MARINE LOT

NUMBER SEVENTY-ONE, IN ONE LOT.

This Property comprises Nos. 84, 86, 88, & 90,

Ko Shing Street, Victoria, Hongkong.

Particulars and Conditions of Sale may be

obtained from the Vendors' Solicitors,

Messrs. DEACON, LOOKER & DEACON,

1, Des Vaux Road Central,

and also from the Auctioneers.

Hongkong, 22nd May, 1905. [593]

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have

received instructions to sell by

PUBLIC AUCTION,

ON

MONDAY,

the 12th day of June, 1905, at 3 P.M., at their

Sales Rooms

The following

VALUABLE LEASEHOLD

PROPERTY,

situate at Victoria, in the Colony of Hongkong,

viz:—

All that PIECE or PARCEL OF GROUND

situate at Victoria aforesaid registered in the

Land Office as Inland Lot No. 6009, Area

39,915 square feet or thereabouts. Term 99

years. Annual Crown Rent \$74.40 together

with the message thereon, known as "Green-

mount" Bonham Road, Victoria, aforesaid.

For further particulars and conditions of

sale, apply to—

Messrs. JOHNSON, STOKES & MASTER,

Vendors' Solicitors,

or

Messrs. HUGHES AND HOUGH,

Auctioneers.

Hongkong, 13th day of May, 1905. [560]

Notice of Firm.

NOTICE.

THE Interest and Responsibility of Mr.

HART BUCK in our Firm CEASED on

the 1st May, 1905.

JOHN D. HUMPHREYS & SON.

Hongkong, 17th May, 1905. [569]

Man can do without many things, but not

without his fellow-creatures. The world has

been given to him what he does not possess,

he is. Nothing is without a master on this

earth, not even the master nothing is free, not

even the air—it can be taken from you. If you

long for a flower, a fruit, the garden in which

they grow belongs to some man. If you seek

wisdom, man teaches you, or the book which

belongs to him. If you want heaven, Peter

has the key. If you are poor, you want men

to give to you; if you are rich, you want men

to whom to give. For, whether you live lonely

days on a desert island or whether you are in

the midst of gaieties, you are not happy, if you

are solitary. To find your happiness in solitude,

you must be holy, and it does not rest with you

to be so; few are chosen.

For that which men give to you you must

pay with that which you own, or more dearly

with that which you are. Not even friendship

is given to you gratuitously. Everyone has in

his life a beautiful day of childhood on which he

finds love without pain and labour, as the first

man and woman found the fruits of the field in

Paradise. But when that day is over, you earn

love as you earn your living—in the sweat of

your brow. If you would reap hearts you must

sow them. If you cannot win men, how can you

earn them? If they can be won what payment

does fortune require for the hope of winning? We

have learnt many things in elementary

and in high schools—how the stars pass in the

sky; what animals live in foreign parts; what

the cities are like which we never see. But we

are not taught what the human beings are like

who are about us, and in what paths they

walk. We learn to choose good fruit and

avoid poisonous; we learn to make use of

domestic animals and to tame wild ones; we

learn to swim and to build bridges over roaring

torrents. But how to make use of good men; how

to soothe the wicked ones; how to flatter the

proud and to encourage the shy; how to build

bridges over tyrants and to swim through their

passions—these things we are not taught.

You say experience teaches mankind. But

the school of experience is kept in the cemetery,

and Death does not ask what Life has taught us;

it has other arts and other questions. But

should we stoop to gain mankind? Should we

undertake his treatment? Should we use him?

May we deceive him? Should we

flatter him? You may ask many such questions,

and you will find no answer. And if you had

the clearest mind and the most virtuous heart,

you would not know the right answer. Happy

you are even in this, that you are not free; that

Nature, gentle or stern, has given you duties

you must perform, and which lead you to the

path of duty, and in that path you find the

trouble of choice. But should you be one of the

chosen, master of your will, and master to do

as you like—then, choose. There are two

paths which lead to your fellows; you must

love or hate, admire or despise them, regard

them as divine beings or as mere things. There

is yet a third, a broad road on which the

wayward crowd presses and raises the dust; that

road avoid.

Not because you are amiable is love given to

you; but because you are loved you are con-

sidered amiable. To please others is easy,

but it is difficult to be pleased with others.

Here lies the art of intercourse with your

fellows. You say, "I detest that man; he is

wicked. Not he is ill. Do you not give

every possible cause to man who is ill, and

not the diseases of the heart the most

dangerous of all? But he is free; he could

cure himself." Believe in your own freedom,

if you have the courage to be responsible for

your actions; but do not burden a weak man

with this load. "He has a furious temper; he

is an Attila." He is a flash of lightning." Do

you not see the goodness of God even in the

Deluge, and the wisdom of Nature in the

lowest animal? "He is unsociable." Use

him for something else. The vine gives its

fruit to you, the oak its shade; have you ever

asked for shade from the vine, for fruit from

the oak? "He has neither mind nor heart

nor any other gift; he is a horse." Then ride

him. But you are mistaken. A giant is only

twice as tall as a dwarf, and every dwarf is

half a giant.

Nature has given an equal share of strength

to most men. In one case, it turns to wit, in

another to virtue; with one man it means

beauty, with another health, and with a third

it turns into the capacity which knows intuitively

where hidden happiness lies. There is

rarely a being without some gift. "But he is

one of these rare cases—he has neither wit

nor heart, neither beauty nor riches." Then, at

least, he may have a good digestion, and there

are people who like to hear when you praise

their digestion. "But even that is bad." Then

he is probably abstemious in food and drink;

praise his moderation, and make a virtue of

necessity. But it will not, I dare not, flatter

him; it is wicked to flatter. Love him, then.

Love is a form of flattery which pleases every-

one, high and low, children and grown-up folk;

the good and the bad, and it is acceptable also

in God's sight.

"Well, then, I will love all human beings; I

will try to please everyone, the sharp-witted

and the simple, the high and the low, the

good and the wicked. But how am I to

please the vulgar?" That question you must

ask someone else. If you have a proud spirit,

you will stoop in vain; stupidity is never so

stupid that it cannot measure a crooked by a

Intimations.

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Wine, Green Seal Capsule \$12.00C. MANZANILLA, PALE NATU-
RAL SHERRY, White Capsule 13.50CC. SUPERIOR OLD PALE
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Hongkong, 20th May, 1905.

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SPECIALLY RECOMMENDED.	
Chateau La Tour Marceau (A Fine full flavoured claret)	\$9.00
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home, thereby ensuring to our Customers
all the advantages accruing from bottling
done at home under the direct supervision
of the Growers and Distillers as compared
to bottling done in China by Chinamen
at the service of European Firms.

Hongkong, 8th December, 1904.

BIRTH.
On the 14th May, at White House, Singapore,
the wife of F. D. Macgregor, of a son.
DEATH.
On the 27th April, at Ulsanfu, Shensi, ERNEST
JAMES DOULTON, son of Rev. A. G. and Mrs.
Shorrocks, E.B.M., aged 5 months.

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 23, 1905.

OPIUM SEARCHERS.

One of the local vernacular newspapers recently entered a vigorous protest against the methods employed by the agents of the Opium Farmer to discover whether passengers by the coasting steamers were attempting to smuggle opium into the Colony. It was alleged, with apparent truth, that the agents wore no distinguishing badge of their authority, that they stopped all and sundry, and compelled them to open their baggage on the wharves, in presence of the rag-tag and bobtail of the beach, and practically offered a chance to any passing thief to make up his mind whether it would be worth his while to make a raid on the owner of the trunks. There is certainly good ground for complaint if this form of oppression is allowed to continue. Vested with authority which has to all intents and purposes been conferred upon them by the Government, it is in the power of these agents to inflict a vast amount of mild annoyance on the Chinese community by their investigations for illicit opium. It is not suggested that the Opium Farmer's agents carry out their duties in an oppressive spirit, but it must be clear to everybody that they do not exercise that care for the feelings of the innocent passenger to which he is entitled. When a Chinese merchant arrives at Hongkong and lands on the wharf, it must be a humiliating, expensive to find all his goods and chattels scattered on the street, all his household gods exposed to the gaze of the riff-raff, and all his treasures made the subject of tests and jests by the common herd. The sport of baiting the newcomer would seem to have been reduced almost to a science by the street loungers, and the Opium Farmer's representatives assist in adding to the discomfort of the stranger by making him appear ridiculous in the eyes of the crowd. Where the guilty are concerned, the methods employed in detection cannot be cavilled at, but only a very small proportion of those whose trunks are opened have any desire to "run" an illicit haul of opium into the Colony. It would, therefore, be advisable to adopt some more satisfactory process of searching for the contraband than the primitive and irregular method at present in force. Of course, the Opium Farmer, through his servants, has a perfect right to protect his personal interests by preventing the illegal admission of opium, but the complaint is that he (or his agents) takes no heed of the feelings of those who are searched. It has been pointed out that where females are concerned, there is a small matshed to which they are taken and examined with, at least, some semblance of privacy. There seems no reason then why a larger shed should not be erected where all examinations of luggage could take place, away from the eyes of the undesirables. The fact that the valuables of arriving natives are exposed to the view of the hot-pollie is really a direct incentive to crime. The thief has no need to prospect for his prey. He is not obliged to haunt houses and shadow people in order that he may learn whether it would be worth his while to make a descent upon them. That is all arranged for him by the agents of the Opium Farmer. All he has to do is to remain in the vicinity of the wharves and await the arrival of vessels. As the passengers land, he will be able to tell from a glance at the contents of their baggage, as they are spread out on the thoroughfare, whether it is worth his while to keep an eye on the victims. Then, again, these "inspectors" who work on behalf of the Opium Farmer have no distinguishing badge to mark their authority. An Indian simply orders the suspect to unpack his traps and the unfortunate, to avoid additional annoyance, has no choice but to obey. It is almost a marvel that the supreme simplicity of this arrangement has not commended itself to a gang of rascals. All they have to do is to usurp, for the time being, the functions of the Opium Farmer's agents, and to carry out any nefarious work they may have planned with ease and facility. No doubt it would prove a dangerous and expensive game, but while it lasted it would prove most lucrative. The fact that the possibility of such a scheme being set in operation exists should be sufficient to induce the Opium Farmer to invest his subordinates with some outward and visible token of their authority. The average coolie, is no doubt, careless whether his trumphy rags and tatters are examined in public or not, but the Chinese gentleman has a decided aversion to the rough and ready methods of the Indian detectives; but, of course, he is as pliable in the hands of the potter: he has no option

but to obey their commands, and if he ventures to expostulate it may be all the worse for him. The system at present in operation is altogether wrong; it causes needless irritation to the people searched; it must be a fruitful source of thefts; and it is worse than any Customs examination in Europe. The matter is in the hands of the Opium Farmer, who could easily and at very little cost, institute a thorough reform of the system, and it is to be hoped that the necessity for such a reform will appeal to his mind.

LOCAL AND GENERAL.

THE Russians left 80,000 tons of Cardiff and 20,000 tons of Japanese coal at Port Arthur.

Two fatal plague cases have been notified since noon of yesterday, bringing the total so far this year to 83.

It is expected that the 26-mile railway line between Fusan and Masampo, Korea, will be completed by the end of this month.

At the Tientsin Spring Race Meeting Major Nathan, brother of H.E. the Governor, won the Champion Stakes besides securing four other firsts and a third.

A L. MIER merchant named Ferguson has bequeathed 1,000,000 dollars (\$500,000) for the erection of statues and monuments commemorating American historical figures and events.

ACCORDING to a San Francisco wire, plague has ravaged the Russian troops in and about Harbin, to the extent of 300 deaths daily, and the epidemic is now assuming serious proportions.

A CANTON dispatch reports that a cable-laying steamer belonging to the Poonchow Viceroy Government is now in Canton waters engaged in laying a submarine cable between Canton and Poonchow.

Of the fifth domestic loan of Y100,000,000, nearly Y30,000,000 was applied for at above the issue price and will be allotted in full. The applicants for the remainder of the loan will receive about 16 per cent of the amount applied for.

INVESTIGATIONS made by the Japanese authorities into the proposed monopoly of the sugar refinery trade have been completed, and a draft Bill, it is reported, is now ready for presentation to the Diet next session. It is thought the monopoly will not extend to Formosa.

A CANTON dispatch states that, learning that the French have been establishing six border posts on their side, opposite Lungchow, on the Kwangsi frontier, H. E. Viceroy Tsén Chün-shen has also sent instructions to the Imperial Commissioner, Cheng Hsiao-su, commanding troops on the frontier, to establish similar posts on the border so as to counteract any designs the French may have on Kwangsi province.

A TAIPEI telegram to the *Munchie*, dated the 15th, states that the whole of the railway through Formosa from north to south has been completed, and that the opening ceremony was held on that day at Taichu. It is stated that trains will take not more than two days to go from Taipei (in the north of the island) to Tainan (in the south). In spite of the martial law now in force in Formosa, the people are quite tranquil and no incidents have been reported from any quarter.

THE *Universal Gazette* alleges that the Kwangtung authorities are indignant at the treatment meted out to the coolies enlisted from that province by the French company to work on their railway in Yunnan. Steps are said to have been taken to prevent more coolies going and also to assist those already enlisted to return to their native provinces. Cases of ill-treatment have been reported to the authorities by those who returned from Yunnan.

A NEWCHANG wire to the *Shanghai Times* says there are persistent rumours there that many of the larger native firms are so pressed by carrying heavy stocks in godowns without a free market that they are on the verge of smashing. Many say they will have to close as Japanese merchants are shipping goods to Manchuria much cheaper through Dalny and over the railway, than foreign merchants can ship through Newchwang, and the Japanese market is the only one open at present in Manchuria.

Mr. Robert Bradshaw Moorhead, of Hongkong, China, Commissioner of Customs, who died on June 3, 1903, left personal estate valued at £6,822 4s. 9d., including £1,511 3s. in England, and probate of his will, which bears date February 19, 1891, with a codicil, has been granted to Mr. James Ireland, of 29, Linen Hall-street, Belfast, merchant. The testator left £100 and the use of his residence and household and personal effects to his wife, Mrs. Matilda Jane Moorhead and left to her the income of his residuary estate for life, and subject to her interest he left the ultimate residue of his estate in trust for all of his children.

It is expected that the new Straits Medical School will be opened at Singapore on the 1st of July. The course of study will be five years, and successful students will receive diplomas entitling them to practise in the Straits Settlements and Federated Malay States. A certain number of approved students at the School will pay no fees; will receive scholarships at the rate of \$15 per month and will have the use of instruments and expensive books free of charge. No student will be accepted unless his knowledge of English and general education are sufficient to enable him to profit by the instruction given. Intending students should communicate with the Secretary for Chinese Affairs, Singapore, from whom further information concerning the School can be obtained.

It is reported that the Customs at Shanghai are refusing clearances to steamers with Cardiff coal in bags, and are exacting bonds for the delivery of these cargoes at the neutral ports for which the steamers are cleared.

AN action is being brought at Shanghai against the Chinese Engineering and Mining Co. to recover the sum of \$4,113.03, the value of goods shipped by defendant company's steamer *Op-land* on the 19th day of December, 1904, from Shanghai to Chinwangtao, and not delivered.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 21st May, 1905.

Library, Museum	
Non-Chinese	264
Chinese	105
Total	369

"THE YELLOW DRAGON" for May is of more than ordinary interest by reason of the fact that Dr. G. H. Bateson-Wright contributes a brief review of the history of the present Queen's College and its predecessor. As a frontispiece to the number there is a photograph of the college with its 1,100 boys and 37 masters.

THE following telegraphic information dated 16th inst. has been received from the Sumatra Director and Manager of the Maatschappij tot Mijn-Boschen Landbouweexploitatie in Langkat, Ld:—

Daily aggregate output of Crude Petroleum
from
Kerene since the date of the preceding half-monthly telegram 78,000
Kerene shipped since the date of the preceding half-monthly telegram 350.0
Kerene in stock at Refinery at date 100,000

TSÉN Chun-shuen, Viceroy at Canton, recently reported about the transfer of the control of the Maritime Customs at Canton. According to the report Chang Jen-chun, Governor of Kwangtung, took over the control of the said Maritime Customs and discovered many abuses and reformed and cut off unnecessary expenses, thus securing an increase of revenue up to over four hundred thousand taels a year. An Imperial Decree was issued stating that the Throne deeply appreciated the efforts honestly and earnestly taken by the said Chang Jen-chun and ordering the Board concerned to decide as to how the said governor shall be rewarded.

THE third number of *The Far East* is fully up to the high standard of excellence of its predecessors, the half-tone engravings being admirably executed and the real matter full of interest. Mr. C. F. Kley's vivid description of convict life at Sagalien is the feature of the magazine and in many instances corrects the impressions current of the life and treatment of criminals on the island. Mr. August H. Bach writes about the country and people of Pakhoi and Hunderland, and an article compiled from letters of L. F. Fitcher gives a realistic account of life on the Upper Hlongho. *The Far East* is published in Hongkong and issued on the 15th of each month. The subscription is \$7.50 per annum, single numbers being priced at 75 cents.

WONG Ping, a money-changer of No. 118, Queen's Road, Central, was charged before Mr. G. N. Orme this afternoon with stealing a \$50 note from a Chinese widow, on the evening of May 16th at his shop. Mr. J. Hanson, Chief Inspector of Detectives, prosecuted, and Mr. P. W. Goldring, of Messrs. Brutton, Hett and Goldring, appeared for the defence. The story for the prosecution was to the effect that the woman went into the defendant's shop to get change for a \$5 note, holding another \$5 note, and she alleged that she got the change and then went to a shop to make some purchases when she found that instead of the \$50 note she only had a \$5 note. She then called her brother and together they went to the shop again and asked for the \$50 note. A note for \$50 was produced from the changer's drawer, and the woman swore to the identification by the manner in which it was folded. The man was given in custody and he was subsequently charged with the theft of the \$50 note. His Worship, without hearing Mr. Goldring, held the man not guilty and discharged him, and ordered the note to be returned to him.

ALLEGED CHINESE ROBBER.

APPLICATION FOR RELEASE.

In the Summary Court to-day, His Honour Mr. Fercombe Smith heard an application for a writ of *habeas corpus* in the case of Wong Ka Cheong. The applicant was arrested on a charge of committing a robbery in the province of Kwangtung on August 1st, and was held for extradition. In the Police Court, he was sent to prison pending further evidence and he now submitted an affidavit disclaiming all connection with the charge.

Mr. H. N. Ferrers, instructed by Mr. Otto Kong Sing, represented the applicant and Mr. H. E. Pollock, K.C., instructed by Mr. R. A. Harding represented the Chinese Government, and Mr. G. E. Morell, of the Crown Solicitor's office, attended.

Mr. Ferrers contended that if the prisoner were returned to the Chinese authorities he would be charged with a crime other than that with which he was charged. In China he would be accused of being a vagabond or undesirable person, or in other words one who belonged to a seditious society which it was deemed desirable by the Chinese authorities should be abolished. It was not urged that the prisoner would be punished for a crime of a political character, but that he would be punished for a crime which was not of an extraditable character. He might be a "rogue and vagabond" which was punishable under the law of England, but it was not an extraditable crime.

The case was adjourned till Saturday.

THE BALTIC FLEETS.

OFFICIAL NEWS

AND A CONTRADICTION.

Mon. Gaston Liebert, French Consul at Hongkong, kindly forwards the following information:—

Official news which I have just received, is in complete contradiction of certain news published in Hongkong a few days ago concerning a supposed return of the Russian fleet to the coast of Annam, which, according to the said rumours, was supposed to have stayed a second time in the waters of French Indo-China.

Rear-Admiral de Jonquieres, second-in-command of the French squadron, has just completed a detailed inspection of all our harbours and roadsteads on the coast of Annam, and he has not met a single Russian man-of-war.

An Osaka telegram (19th inst., printed in the *N. C. D. News*), says that it is stated that a portion of the Baltic fleet will be unable to proceed to the Pratas owing to the scarcity of coal. The Pratas are situated about 200 miles S.E. of Hongkong, below the entrance to the Formosa Channel.

It is reported that the Russian authorities at Vladivostok have ordered all foreigners to leave that city within a specified time. A division of the Japanese army is said to be slowly advancing on the port and it is expected that at least 200,000 men will encircle the city by land within a month.

Captain Warner, of the *s.s. Monmouthshire*, from London, *via* Singapore, which arrived in port this afternoon, reports that when in lat. 13.02 long. 111.35, at 2.30 a.m. on the 21st inst. he passed a steamer showing no lights and steering S.W. After passing her the unknown ship altered her course to about West, which gave her on board the *Monmouthshire* the impression that she was a scout from the Russian Fleet.

A recent arrival from Australia states that lately large quantities of stores of all kinds have been accumulated in the Marshall Islands, and the opinion was gaining ground in Australia that those islands were the real objective of Rodzjevsky, the stores so accumulated there being in ended for his fleet. It was also generally believed that the Admiral's object in going so far south was to avoid as long as possible the conflict with Japan at sea in the hope that in the meantime peace might be declared and the fleet saved.

SHANGHAI'S NEUTRALITY.

The Taotai requires all the steamers having Cardiff coal on board to give a bond to the Customs, otherwise clearance will be refused. The Taotai hears that the steamer *Taiwan* has changed her name. The Customs authorities are requested to make a report about the allegation. L. R. Knapp has agreed to detain the vessel pending inquiries. The Taotai further has received an intimation that the *s.s. Wuchang* and *Shansi* have taken an extensive quantity of coal on board supposed to be for the Russian Fleet. Mr. Hobson, the Commissioner of the Imperial Maritime Customs, in reply to the Taotai's inquiry, wrote that the *s.s. Wuchang* belonged formerly to Messrs. Butterfield and Swire, who had sold her, and converted her into a German press-boat. She is now being managed by a French agent. She has 700 tons of coal, which is required to take her to Hongkong. The *s.s. Shansi* shows no sign of moving. On receipt of this report Yuan Taotai inquired why, as the *s.s. Wuchang* was a British vessel, was the German flag used, and why was she managed by a French agent. The Taotai asked from Mr. Hobson further explanations on these points. It is reported that the *s.s. Wuchang* has really been sold by Messrs. Butterfield and Swire for £15,000. All these incidents have been duly reported by the Taotai to the Viceroy of Nanking and the Wai Wu-pu.—*Sin Wan-pao*.

CHINA'S NEUTRALITY.

Viceroy Tsén Chun-shuen has wired to the Wai Wu-pu a memorial for presentation to the Throne, stating that everything which could be done has been done to strengthen the defenses of the Kwangtung coasts. But as these coasts extend over 2,000 li and as he is not provided with fast cruisers, good guns, wireless telegraphy, search-lights and other equipments, and is without the assistance of the Peiyang warship base, there may be some delay in reporting cases of the belligerents' warships violating Chinese neutrality, for which delay, he must not be held responsible, as he can not provide against it having no means of preventing such delay. The report was duly forwarded by the Wai Wu-pu to the Throne.—*Sin Wan-pao*.

AN EXODUS FROM THE PESCADORES.

A *Mainichi* telegram from Moji, states that an Osaka Shosen Kaisha steamer has arrived there from Formosa with many refugees on board, including about one hundred from the Pescadores. In the course of conversation, the latter stated that the marine insurance rates on exports from the islands to South China had lately risen from 37 sen to Y3, with the result that practically no sugar or rice had recently been exported. They also stated that Formosa is greatly lacking in timber and that no supplies of this can at present be obtained from Japan. It is probable that it will be necessary in the future to arrange for imports of timber from China.

THE THREE-MILE RULE.

Baron Hayashi, the Japanese Minister to Great Britain, recently said to the Associated Press: "I do not consider that the Japanese note to the French Government could be termed a protest. It simply calls the attention of France to Vice-Admiral Rojstevsky's long stay in Kamranh Bay. Unfortunately, discussion of the matter occupied considerable time before the French Government secured the

ridance of unwelcome guests, and serious injury will have been done. Japan knows that the French Government was not an active party to the harboring of the Russian Second Pacific Squadron, but the inactivity of France had reached a serious stage, and we would have been perfectly justified in attacking the Russian Squadron in Kamranh Bay. The three-mile rule under which France defends her inactivity, was the distance recognised as shore waters when three miles was the maximum range of guns. The range of big guns to-day is 20 miles. Should Admiral Togo attack the Russians in Kamranh Bay, many projectiles would fall on the French shore. This is one of the points which was under discussion in Paris."

SHIPPING JETSAK.

Two Norwegian steamers, the *Propter* and another, have been sold to Japanese.

The Japanese captured the British steamer *Livaden* south of Korea on the 16th inst., and the French steamer *Quinquem* near the Pescadores.

The raising operations at Port Arthur are proceeding steadily. Two merchant vessels, of 1,000 and 4,000 tons respectively, have been lately refloated.

The Osaka Shosen Company's steamer *Maiko Maru*, 1,178 tons, struck a mine near Port Arthur on the 11th inst., and became a total loss. All on board were rescued.

The Dutch steamer *Tijndal* and the Norwegian steamer *Iero* were at anchor off Moji on the 18th, when the latter steamer dived her anchor and collided with the former, doing her considerable damage.

The Yokohama Prize Court has confiscated the German steamer *Polar*, 2,398 tons, and *Servius*, 2,133 tons. The German steamer *Romulus*, 2,640 tons, stranded off Hokkaido, was to be sold by auction by order of the Japanese Admiralty.

Martial law has been proclaimed over the whole of Formosa, but the Nippon Yusen Kaisha will maintain its Formosan service unless it is stopped by the Government. The Osaka Shosen Kaisha will keep up the service to Formosa by foreign steamers.

The summons against Captain Lawlor, licensed pilot, for negligent navigation in the harbour by reason of which it is alleged the *s.s. Slavonia* was damaged, under circumstances already reported in these columns, was adjourned by Mr. F. A. H. Zealand this afternoon until Friday next.

THE PORT OF HONGKONG.

What are the limits of the port of Bangkok, asks the local *Times*. The question is one that is agitating a number of firms there at present, the *Norma* from Amoy having had to unload part of her cargo at Kohsiachang. There seems to be a possibility of a legal decision on the point being required.

All efforts to raise the unfortunate steam-launch *Ningpo* have been unsuccessful up to time of writing, says a *N. C. D. News* correspondent. Absence of suitable tackle has been the chief cause of failure. It is hoped that by Friday morning the boat will be sufficiently raised to allow of all the bodies in her cabins being removed. Seventy-two bodies have been recovered so far, but the boat itself must be one vast charnel-house.

Capt. Jorgensen of the *Pechili* reported meeting the Japanese transport *Chuyetsu Maru* with a great part of her stern blown away by a mine. Captain Jorgensen offered to tow her to Chefoo, but the captain refused. There was a big hole blown right through her, through which the cargo in the after hold had dropped into the sea, and a house on deck was blown away without leaving a trace. Her bow was in the air and her stern, under water when the *Pechili* left her, and Capt. Jorgensen had little doubt that she sank. We know, however, from Japan that her bulkhead kept her afloat and she is being repaired.—*N.C.D. News*.

The fine new tug-boat *Shunfung*, which has just been built and engaged by Messrs. B. C. Farnham, Boyd & Co. at their International Dock, to the order of the Koochien Transportation and Tow-boat Co., Ltd., of which Messrs. Hopkin Dunn & Co. are the agents, has undergone a very successful trial-trip. The *Shunfung* is a steel, single-screw tug-boat, capable of doing an average speed of close upon 10 knots per hour, her contract speed being 10.5 knots. Her principal dimensions are: length over all, 100 ft.; length between perpendiculars, 96 ft.; beam, moulded, at greatest width, 20 ft.; at deck, 19.5 ft.; depth, 11 ft. 6 in.

SHIPPING AND MAILS.

MAILS DUE.

German (*Zieten*) 24th inst.
American (*Munchuria*) 24th inst.
French (*Caledonia*) 29th inst.
American (*Korea*) 2nd prox.
Indian (*Namsang*) 5th prox.
German (*Willehad*) 5th prox.

The P. & O. S. N. Co.'s *s.s. Palma* left Singapore for this port on 22nd inst., at 1 p.m.
The M. M. Co.'s *s.s. Caledonia*, with the next French Mail, left Singapore yesterday, at 9 p.m., for this port *via* Saigon.

The Java-China-Japan Lijn's *s.s. Tjipanas* left Macassar for this port on 21st inst., and may be expected here on 29th inst.

The J. C. S. N. Co.'s *s.s. Namsang* left Calcutta for this port *via* the Straits on 21st inst., and may be expected here on 5th prox.

TELEGRAMS.

[Reuters.]

Germany and Morocco.

London, 21st May.

Count Tattenbach has met with an unusually favourable reception at Fez. The belief that Count Tattenbach is prepared to make certain definite proposals to the Sultan continues to make the Morocco question the subject of special preoccupation in Paris and London, and communications are constantly passing between the two Governments.

France.

Rumours of the impending resignation of M. Delcassé have been revived.

The Japanese House Tax.

The Japanese House Tax award will be delivered at the Hague on the 22nd instant.

[The Court of Arbitration in the matter of the house tax on buildings in the foreign settlements of Japan, has held several sittings at The Hague during the past few months. Mr. Miyake, Resident Minister, who left for The Hague some time since, has represented the Japanese Government at the proceedings, and Dr. Weibert, formerly Professor in the College of Law at Tokyo Imperial University; Dr. Fromageau, a French lawyer; and Mr. Walford, an English barrister, who some years ago practised at Yokohama, were appointed to represent the German, French, and British Governments respectively. Dr. Motono, Minister Plenipotentiary in Paris, has been sitting as a member of the Permanent Hague Tribunal of Arbitration.—Ed., H.K.T.]

The Baltic Fleets.

OFF THE HAINAN COAST.

A Paris telegram from Saigon says that Admiral Rozhdestvensky's auxiliary cruisers returned to the Annamese coast on Friday night, and anchored at Port Dayot outside territorial waters.

They were apparently seeking colliers that they had been instructed to convey to the main fleet, which they reported as having come to an anchorage in Hainan.

The Seizure of the "Calchas."

COTTON AND BEANS CONFISCATED.

In reference to the seizure of the *Calchas*, last year, the St. Petersburg Prize Court has decided to confiscate the cotton and the wooden beams, and to ascertain the destination of the parts of machinery found on board by making inquiries from the owners.

The release of the steamer and the rest of the cargo is upheld.

The legality of the seizure of the steamer in order to prevent pecuniary claims is an interesting point in the judgment, the court having been pronounced contraband.

The War on Land.

JAPANESE ASSUME OFFENSIVE.

Telegrams to St. Petersburg indicate that the Japanese are assuming a general offensive.

[According to the latest report is to hand the Japanese armies in Manchuria are moving northward in five columns, their front extending over a distance of from 150 to 170 miles.—Ed., H.K.T.]

LEGISLATIVE COUNCIL.

A meeting of members of the Hongkong Legislative Council will be held in the Council Chamber on Thursday at 2.30 p.m. when the following business will be transacted:—

The Hon. Colonial Secretary will present Financial Minutes (Nos. 4 to 14), the report of Finance Committee, (No. 1) and an addition to the bye-laws governing Opium Licenses.

The Hon. Mr. Gersbom Stewart will ask:—As the public continually find great difficulty in getting chairs whenever it comes on to rain, will the Government provide shelter for the coolies at various important points and pass some regulations to prevent them from deserting their chairs with impunity and leaving them lying in the public road without benefit?

The Hon. Attorney General will propose the first reading of a bill entitled An Ordinance to facilitate the transfer of land in the New Territories and for settling disputes in respect thereof and other purposes.

The Hon. Attorney General will propose the first reading of a bill entitled An Ordinance to amend the Vagrancy Ordinance, 1897.

The Hon. Attorney General will propose the first reading of a bill entitled An Ordinance to amend the Merchant Shipping Ordinance, 1892, and for other purposes.

A meeting of the Finance Committee will be held immediately after the Council.

THE LAND CAMPAIGN.

According to a Tokio wire, dated 19th inst., printed in the *N. C. D. News*, Japanese correspondents at the front report that three or four companies of infantry, and seven or eight squadrons of cavalry, with three or four guns, coming southward towards Changtu by the Fenghua Road, appeared in front of Changtu on Thursday morning, and retired at noon after a slight shelling of the Japanese. The showers are clearing off, and the weather is becoming hot.

It is understood that the Russian forces are roughly divided into three bodies; namely Fenghua; between Changtu-Changchun, on the north; and Velichicheng on the east. Of these three points, Fenghua is considered the most important, the strength there comprising five or six divisions.

There is a general consensus of opinion that activity will probably be resumed before the rainy season.

PRINCE KARL ANTON

IN HONGKONG.

Prince Karl Anton of Germany, who has witnessed the operations in Manchuria with the Japanese Army, arrived in Hongkong on the German mail s.s. *Roon* shortly before seven o'clock this morning.

As soon as the steamer arrived at the wharf Dr. Kruger, the German Consul-General at Hongkong, went on board to meet the Prince, and subsequently escorted him to his residence at the Peak where he will remain the guest of the Consul until the *Roon* leaves at noon to-morrow. In honour of the Prince the Consul-General is entertaining members of the German community and others at an informal dinner-party to-night.

The Prince, whose arrival in Japan at the close of last summer was considered as "emphasizing the friendship between Japan and Germany" belongs to the catholic line of Hohenzollerns and, probably, the elder line, founded by Count Frederick of Hohenzollern, Burgrave of Nuremberg, as far back as 1205. This line forked out into three branches: Hohenzollern-Hechingen, extinct in 1861; Hohenzollern-Sigmaringen, extinct in 1861; and Hohenzollern-Hechingen, extinct in 1861. These Hohenzollerns were Counts of Sigmaringen in 1534, and Princes of the Holy Roman Empire in 1623. Hechingen and Sigmaringen were ceded to the masterful and acquisitive cadet line of Prussia in 1849. Twenty years later, as one of the consequences of Sedan, the Prince of Hohenzollern-Sigmaringen, still so styled, was made Prince of Hohenzollern simply, with the title of Royal Highness by way of solatium.

Prince Karl Anton was born at Sigmaringen, rather more than seven-and-thirty years ago, the third and youngest son of H.R.H. Prince Leopold, who married in 1861, when he was twenty-six, and had still thirty-nine years to wait before attaining his present title, the Infanta Antonia of Portugal, aunt of his present Majesty Dom Carlos. The guest, to-day, of the German community of Hongkong, is the husband of the Princess Josephine of Belgium, and the father of two little girls.

PRINCE ARISUGAWA'S VISIT TO GERMANY.

The following interesting telegram has been received at the Foreign Office, Tokio:—

The *Kohlnische Zeitung* has published a letter of considerable length from Tokio, dated April 2nd, in regard to the visit to Germany of Prince Arisugawa. The letter has been reproduced by the *Norddeutsche Allgemeine Zeitung*. After giving the substance of Japanese Press opinion on his Imperial Highness's visit to Germany, the letter concludes:—"German's rest in the Far East, while highly appreciating Japanese Press opinion, hope that the forthcoming visit to Germany of their Imperial Highnesses Prince and Princess Arisugawa will lead to the essential improvement of the relations existing between Japan and Germany. While the position of Japan will be raised upon the restoration of peace, and the visit to Germany of the Prince brings about increased friendship between the Imperial House of the two Empires the foundation of the most cordial relations between the two countries may be established. The open door in the Far East is the policy of Japan, and Germany looks for nothing else. We hope the visit to Germany of Prince Arisugawa is a happy portent of the open door policy in the Far East."

NAVAL NOTES.

THE BRITISH FLEET.

We understand that, according to present arrangements, the ships of the China Squadron now in port will proceed to sea to-morrow, and remain away for about ten days.

U. S. TRANSPORT "HUFORD."

A telegram received yesterday evening, says the *Cable News* of 19th inst., by Colonel Clem, Chief Quartermaster of the division, from Malabang, Mindanao, states that the transport *Huford* has gotten off the reef on which she ran on the night of the 11th. She pulled herself off by the use of her anchor, and on becoming released was found to leak slightly in the two forward compartments. It is not thought that she is sufficiently damaged to have to be docked, as she is able to proceed under her own steam, and will return to Manila immediately for what repairs may be necessary. The same paper of the 20th inst. says: The transport *Huford* is expected to sail from Malabang for Manila to-day. A cable was received via Dumaguete yesterday at division headquarters, announcing that the ship was not evidently in a dangerous condition, and that the amount of water taken into her forward compartments is but small. She had about 50,000 feet of lumber aboard at the time of the accident and this has been reloaded and her water tanks which were emptied, refilled.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The pool competition at King's Park Range (200 yards) Kowloon, on Saturday last, for which 34 entered, resulted in a win for Mr. A. Mackenzie. The best card put in was as follows:—A. Mackenzie 62 + 6 = 68, W. H. T. Davis 55 + 12 = 67, Hon. Mr. F. H. May 58 + 6 = 64, G. L. Duncan 57 + 6 = 63, J. Pigeon, 61 scr. = 61, W. B. Joyce, 53 + 8 = 61, J. Stubblings 53 + 8 = 61, J. McCubbin 47 + 14 = 61, W. Rattey 60 scr. = 60, E. W. Dawson 52 + 10 = 60, W. A. Farrell 48 + 12 = 60, W. L. Carter 55 + 4 = 59, A. J. Williams 51 + 8 = 59, C. Collier, 47 + 12 = 59, E. A. Irving 47 + 12 = 59, and H. T. Butterworth 47 + 10 + 17.

A YOUNG Japanese, who was being treated for a nervous disorder, was so disgusted at not being allowed to go to the war, that he threw himself into the crater of the active volcano Asamayama, on the 8th inst. He had previously sent home his clothes and his personal wealth, twenty yen.

OUR NEW CHIEF JUSTICE

ARRIVES IN HONGKONG.

The C. P. R. Co's s.s. *Empress of China* arrived in port this morning, and among her passengers were the recently appointed Chief Justice of Hongkong, Mr. Francis Taylor Pigott, who was accompanied by Mrs. Pigott and who succeeds the Hon. Sir W. Meigh Gooden, whose departure from the Colony was recorded in our issue of the 27th August last. As soon as the liner entered the harbour his Lordship the Hon. Sir H. Spencer Berkeley, who has been officiating as Chief Justice since Sir W. M. Goodman's death, Mr. H. M. Sercombe Smith, the Puisne Judge; the Hon. Mr. E. H. Sharp K.C., Attorney General; and Mr. H. E. Pollock, K.C. left in a launch to welcome Mr. and Mrs. Pigott and bring them ashore. Mrs. Pigott was escorted by Sir Henry to the Peak where she and her husband will be the guests for the present of Sir Henry and Lady Berkeley, while the other gentlemen mentioned introduced Mr. Pigott at the Hongkong Club. Later on Mr. Pigott, introduced by Sir Henry Berkeley, proceeded to call upon His Excellency the Governor at Government House, when the necessary oaths of office were administered. The new Chief Justice has been Procurator and Advocate-General of Mauritius since 1894, prior to which he held several high appointments.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

EMPIRE DAY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Dear Sir,—It has occurred to me that on the eve of Empire Day it may be of interest to recall what a writer in the *New Review* had to say about the British Empire as far back as 1897, for while some may be fully cognisant of the historical facts set forth in the article it is conceivable that many have long since forgotten them but will nevertheless be glad to be reminded of the unique magnanimity which has characterised our Government's dealing with "Colonial Powers," past and present. With your permission, therefore, I will proceed to quote the *New Review*, giving to your readers the "cream" of the article, as follows:—

"That the British Empire is founded on character and not on the genius of statesmen or the sagacity of diplomatists, is impossible for the average foreigner to conceive. "France and Germany have Colonies because they are resolved that Colonies they will have; England has Colonies because she cannot help herself. That is to say, Continental statesmanship encourages the growth of Empire; Downing Street restrains it. The civilised world must indeed have studied England to little purpose if it is still in ignorance of the true function of English diplomacy. That function is to act as a check on the triumphant progress of Anglo-Saxon dominion. It is a merciful dispensation of Providence for the profit of other nations less liberally endowed with the forces that make for pre-eminence. By its means England has lost an empire—perhaps the strongest evidence which can be advanced to prove her power and might. This sounds a paradox, but it is a truth. To Assyria, Persia, Rome, Spain, Holland, loss of territory meant loss of prestige. It was the unmistakable sign of decay. To England, alone, of the great Empires of the world, it bears no such sinister meaning. The possessions she has lost were given away by treaty, not wrested from her by war and rebellion. America is an exception. But, though the secession of the thirteen Colonies was a great blow to the Mother Country, it left her as strong as she was before. So vast are the extent and resources of her world-wide dominion that the fair provinces she has lost have never cost her a pang."

"From 1762 to 1815 the idea underlying the terms of every treaty takes the form of what is practically a reproof to English soldiers and sailors for obnoxious Spain, France, and Holland, of their colonies. Promptly returned on the declaration of peace, these colonies were as promptly re-taken in war-time. In this way Senegal was captured and ceded three times; Guiana once; Guadeloupe three times; Pondicherry and the Minor East Indian Settlements four times; Martinique three times; and St. Pierre and Miquelon three times. After the Battle of Waterloo, which crowned her long and heroic struggle with Napoleon, England, alone of the nations, gained, practically, no territory by the Treaty of Paris. She was in a position to get anything she chose to ask, and she asked nothing. Is there so splendid an instance of self-abnegation in the whole domain of history? France, all broken and helpless as she was, regained Guadeloupe, Martinique, Senegal, Bourbon, Isle de France, Guiana, Pondicherry, and the minor settlements on the coast of India, all captured by Great Britain during the war."

"This England, then, whose perfidy and selfishness are so shocking to the high moral sense of some Continental Powers, being in the proud position of mistress of the seas, and the triumphant conqueror of the greatest military genius of modern times, did of her own free will give back for the last time to the foe, whose efforts to ruin her had been unceasing for over a century and a half, the Colonies she had taken during the struggle, as fifty years earlier she had given back to Spain—which had wretchedly taken part in the war with the certainty that England's day was done—Cuba and the Philippines. To Holland she restored Java, Celebes, the Moluccas, and part of Sumatra. Besides these, she has, at one time or another, ceded Tangier, Minorca, Corsica, the Ionian Islands, and Curaçao. To remember that at least half the present area of the British Empire is the result of peaceful occupation since 1815, is to form a certain idea of her generosity. To America she gave up the territory between the Ohio and the Mississippi, Washington Territory, and part of Maine. Since '70 she has declined to annex Hawaii, Samoa, the New Hebrides, New Guinea, and tracts of country in Africa

too numerous to mention. Among her strayed possessions are [Be it noted that was written in 1897] The Orange Free State, the Transvaal, Monte Video, Buenos Ayres. Furthermore, she has made quite desperate efforts to restrain her adventurous sons from extending her boundaries. Can it be said of any other country in the world that it has suffered, or is suffering, in a similar way?

"Even more significant is the attitude of a large proportion of the Press. Not only does it almost invariably take the side of the foreigner in a dispute involving British interests, but it strenuously denies that there can be another 'In her commercial relations with the world England is liberal to foolishness. At home she has abandoned all trade restrictions, except those imposed on her own people; elsewhere distinction, to enjoy the same privileges as herself."

"In such circumstances it is passing strange how England comes by her almost universal reputation for selfishness. Surely no country ever deserved it less! Yet no foreigner can be induced to profess faith in English disinterestedness. For over three hundred years this little Isle has been the sheet-anchor of Europe: the light of the moral, social, and intellectual world. Here, alone, was the beacon of liberty kept burning; when all the Continental nations were groaning under a military despotism, and by its steady glow, they were led to work out their own redemption. Since then England has been the foe of no country but Russia. On the contrary, she has showered benefits on every people except those luckless enough to be of her own flesh and blood: And herein lies the rock of her offence."

"Not a single British Colony of any importance has ever fallen into the hands of an enemy in time of war."

Quite so: "Not a single British Colony has ever fallen into the hands of an enemy in time of war," and it may be safely assumed that none of our territory will ever fall into the hands of an enemy as long as the Navy is kept up to the high standard of efficiency which has resulted in universal recognition of England as "Mistress of the Seas." To the Navy, rather than to the Army, must we look for the maintenance in tact of our Empire.

"Broad based upon the people's will, and compassed by the inviolate sea."

Yours faithfully,

HONGKONG, 23rd May, 1905.

THE "SULLY" COFFERDAM.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—It has been stated that the engineers who went with the cofferdam which is intended to raise the *Sully* have been sending to Haiphong for metal with which they propose to sink the cofferdam. If that statement is correct, it will appear to the ordinary practical man that there has been a serious mistake made by those who designed the cofferdam. The big three-sided box should have been constructed in such a way that it could be sunk by means of water, just in the same way as a vessel takes in water ballast. Had the cofferdam been provided with valves to control and regulate the admission of water, it should have been possible to sink the cofferdam in 24 hours at the outside, and the operation could have been performed without danger or difficulty. In other cases where cofferdams or caissons have been employed, I have seen the valves opened, while a machine on top had an indicator showing the rate at which the water was flowing into the tanks. The cofferdam sank gradually, all sides being weighted to exactly the same amount so that there was no fear of the cofferdam toppling over. As a matter of fact, I have never seen a cofferdam which was constructed in the same manner as the one now at the *Sully*, but that is not the point. The point is why should the cofferdam have been sent to the *Sully* in practically an incomplete condition? And now these in charge of the operations are chasing round Haiphong looking for scrap iron to weigh down the cofferdam. How it will be possible to weight the cofferdam evenly, so that she will sink squarely and avoid the danger of losing her balance I cannot for the life of me tell. Of course, the consulting engineers may have a scheme and no doubt they will succeed—I wish them every luck—but it seems to me they have gone the wrong way about the matter. When the cofferdam is in position how are they to move the weights so that all parts shall rise evenly with the *Sully*? Had water been used, the pumps would have had all the water out of the cofferdam in little or no time. As it is by the laborious method adopted, it will be days and weeks before the operation of raising the *Sully* can be completed. But it certainly seems strange that the cofferdam should have left Hongkong minus the paraphernalia which was required to sink it. Surely, one would think, it was easier to provide the weights necessary at the Hongkong and Whampoa Docks than to depend upon the exertions of the good people of Haiphong to gather together all the old metal at their disposal. To say the least the whole thing is peculiar, not to say foolish. In these remarks I have gone on the report which said that the cofferdam had to be sunk by means of weights. But Haiphong was being scoured for pieces of old iron. I only trust there has been a mistake in the report and hope that the cofferdam will be sunk in a much more scientific manner than that suggested.—I am, etc.

HONGKONG, 23rd May, 1905.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 23rd at 12.5 p.m. The barometer has risen over N. China, and fallen in NE. Japan. Pressure is lowest over NE. Japan and highest over China. Gradients continue gentle along the coast of China and light variable winds are still indicated in the Formosa Channel and light SE. winds over the N. part of the China Sea. Forecast:—Light to moderate S. winds; showers.

COMMERCIAL.

Advices from Shanghai, dated 20th inst., state:—Business reported:—S. C. Farman, Hoy & Co. shares at Tls. 161.50 and 161 for July; Maatschappij, etc., in Langkat shares at Tls. 220 cash, and 230 for July; Yangtze Wharf and Godown Co. shares at Tls. 192 cash; Shanghai Land Investment shares at Tls. 118.50 cash.

Business done direct:—S. C. Farman, Hoy & Co. shares at Tls. 157 for May, and 161.50 and 161 for July; Maatschappij, etc., in Langkat shares at Tls. 225 for May, 227.50 for June, and 230 for July; Weihaiwei Gold Mining shares at \$5.50 cash; and Shanghai Tug and Lighter Co. shares, ordinary at Tls. 58 cash, and preference at 47.

LANGKAT.

There was something approaching consternation in the Langkat market at Shanghai on 16th inst., says the *China Gazette*, at the announcement of the modest dividend of 5 per cent, though the return seems to us—we are not shareholders however—a sufficiently handsome and satisfactory one.

TODAY'S EXCHANGE.

Selling.
London—Bank T.T. 110 1/16
Do Demand 109 1/2
Do 4 months' sight 109 1/2
France—Bank T.T. 237
America—Bank T.T. 193 1/2
India T.T. 141 1/2
Do Demand 142
Shanghai—Bank T.T. 71 1/2
Japan—Bank T.T. 92 1/2
India—Bank T.T. 131 1/2

Buying.
1 month's sight L/C 111 1/2
6 months' sight L/C 111 1/2
30 days' sight San Francisco & New York 68 1/2
4 months' sight 68 1/2
30 days' sight Sydney and Melbourne 68 1/2
4 months' sight 68 1/2
6 months' sight 68 1/2
1 month's sight Germany 148 1/2
1 month's sight 148 1/2
Bank of England rate 27 1/2
Sovereign 104 1/2

COTTON QUOTATIONS.

To-day's quotations are as follows:—
Malwa New 1140
Old 1180
Older 1230/1, 260
Older 1330
Patna New 1112 1/2
Renares New 1080
Patna Old 780/10

The contract for furnishing the Philippines military authorities with 200,000 barrels of cement for the new Corregidor fortifications has been let to W. H. Anderson whose bid was \$1.92 U. S. currency, as compared with the bids of Behn Meyer & Co. at \$2.10; Mariano Uy Chuaco at \$2.30; Macdonald & Co. at \$2.23; Findlay & Co. at \$2.10; Castle Brothers, Wolf and Sons at \$2.22 and the Mitsui Bussan Kaisha at \$1.97.

To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS "OSTE FRANCAIS."

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CALEDONNIEN,"

Captain — will be despatched for the above ports, on or about MONDAY, the 29th instant. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 23rd May, 1905. 17

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENMOHR,"

Captain Webster, will be despatched as above on or about the 6th June. For Freight, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd May, 1905. 158

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP AND LONDON.

THE Steamship

"MONMOUTHSHIRE,"

Captain G. E. Warder, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, in Kowloon and stored at consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to sale.

All broken, chafed and damaged Goods are to be taken to the Godowns, where they will be examined on the 29th inst. at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 23rd May, 1905. 156

WOODCOCK.

FROZEN WOODCOCK,

VERY FINE BIRDS.

75 CENTS EACH.

THE DAIRY FARM CO.,

LIMITED,

WYNDHAM STREET,

Hongkong, 23rd May, 1905. 141

Intimations.

SPECIAL SALE

AT

ROBINSON'S

OF

PIANOS, PIANOLAS

MUSIC AND MUSICAL

INSTRUMENTS

PREVIOUS TO REMOVAL.

GUARANTEED NEW INSTRUMENTS BY ANY ENGLISH MAKER

WILL BE SUPPLIED AT LONDON PRICES.

We supply Superior value to anything to be had in the Colony in Tone, Price, and Appearance—in First-class German Makes, tested 30 years by us.

Motzler 350 formerly \$ 475

Pleyel 425 650

Collard 500 700

Do Grands 050 1,400

Do 425 650

Allison 430 650

Rachals 575 750

Winkelmann 625 750

Hanko 525 650

Krauss 585 650

Own Mako 300 to 450

Hopkinson 600 700

Brinsmead 400 750

Kirkman 3325

Pleyel 200

Collard Grand 300

Lunau 150

Pianolas 400 to \$550

Do 285 360

Pianola Rolls 25% discount.

These instruments are GUARANTEED for the Climate.

Hongkong, 16th May, 1905. 1521

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to DECK CARGO and ISSUE BILLS OF LADING TO SEATTLE, VASILI, VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS IN THE UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S. S. Co. and CHINA MUTUAL S. S. Co. For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"HYSON".....	24th May.
GLASGOW and LIVERPOOL	"PRIAM".....	31st May.
GLASGOW and LIVERPOOL	"GLAUCUS".....	5th June.
GLASGOW and LIVERPOOL	"FOXTON HALL".....	16th June.
GLASGOW and LIVERPOOL	"YANGTSE".....	18th June.
GLASGOW and LIVERPOOL	"PROMETHEUS".....	18th June.
GLASGOW and LIVERPOOL	"AJAX".....	23rd June.

S.S. "Hyson" left Singapore a.m. on the 19th inst., and may be expected to arrive here about 24th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"CALCHAS".....	6th June.
GENOA, MARSEILLES & L'POOL	"DEUCALION".....	10th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK".....	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON".....	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS".....	18th July.
GENOA, MARSEILLES & L'POOL	"PRIAM".....	20th July.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTSE".....	31st June.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 23rd May, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
KOBE.....	"CHANGSHA".....	24th May.
ILOILO.....	"SUNGKIANG".....	25th "
SHANGHAI.....	"PAOTING".....	26th "
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"WUHU".....	27th "
CEBU and ILOILO	"KANSU".....	27th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"KAIFONG".....	27th "
	"CHANGSHA".....	9th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 23rd May, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO.....	2540	R. Rodger.....	MANILA	SATURDAY, 27th May, at Noon.
RUBI.....	2540	A. H. Nodley.....	"	SATURDAY, 3rd June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 22nd May, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast).

Steamship	Tons	Captain	For	Sailing Dates
"NORDPOL".....	4,370	Wagner.....	NEW YORK	15th June.
"INDRAWADI".....	4,370	Brehmer.....	"	25th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 20th May, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA".....	5,108	Schuldt.....	May 31st, 1905.
"NICOMEDIA".....	4,370	Wagner.....	June 25th, "
"NUMANTIA".....	4,370	Brehmer.....	July 16th, "
"ARABIA".....	4,463	Bahle.....	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

A. L. CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES. From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW".....	J. P. MARTIN.
"KWONG TUNG".....	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....	\$4
Meals.....	\$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA.....	"YUENSANG".....	FRIDAY, 26th May, 4 P.M.
SHANGHAI via NINGPO.....	"ANARA".....	SATURDAY, 27th May, 3 P.M.
SINGAPORE, PENANG & CALCUTTA.....	"LAISANG".....	TUESDAY, 30th May, 3 P.M.
TIENTSIN via CHEFOO.....	"ESANG".....	FRIDAY, 2nd June, 3 P.M.
SINGAPORE, SRABAYA & SAMARANG.....	"HINSANG".....	FRIDAY, 2nd June, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO. General Managers.

Hongkong, 23rd May, 1905.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer,

"YING KING,"

1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9.30 P.M., returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she makes an EXCURSION TRIP to MACAO, leaving Hongkong at 8.30 A.M., and returning from Macao about 7.30 P.M.

The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

FARES:

First Class single journey to Canton.....	\$3.00
Second ".....	1.50

First class single journey to Macao.....	1.00
" " return ".....	2.00
Second " single ".....	80 Cents.
" " return ".....	\$1.50
Third " single ".....	30 "
" " return ".....	50 "

Breakfast, Tiffin or Dinner \$1 each only. Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the S.S. "Perseus".

For further information, apply to the Office of YUK ON S.S. CO., LD., No. 216, Wing Lok Street, Hongkong, or to

Messrs. WENDT & Co., Canton Agents. S. A. NORONHA, Macao Agent.

Hongkong, 17th May, 1905.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain Ellis, will be despatched for the above Ports, on SATURDAY, the 10th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th May, 1905.

Shipping—Steamers.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"HONG KONG," 2,363 tons.

Captain H. D. Jones, will make a special trip EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure: From Hongkong at 9 A.M., arriving at Macao about Noon.

From Macao from 4 P.M. to 7 P.M. to suit tide, arriving at Hongkong about 3 hours after departure.

FARES: First Class, Single \$2..... Return \$4 Second Class, Single \$1..... Return \$2 Children under 12 half-price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the Steamer.

No CHINA will be accepted, and Servants' Passages must be paid for.

T. ARNOLD, Secretary.

Hongkong, 15th May, 1905.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

via PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905.	About
"SAGAMI".....	31st May, 1905.
"MONTROSE".....	20th June, "
"ST. HUGO".....	15th July, "

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 10th May, 1905.

HONGKONG AVERAGE MARKET PRICES.

Corrected 19th May, 100 cts. per 5 Mds.

BUTCHER MEAT.

Conds.

Beef—Prime cut—Mel Lung Pa B..... 20

Comed—Ham Ngau Yuk..... 20

Roast—Shiu..... 20

Breast—Ngau Lam..... 15

Soup, Tong Yuk..... 18

Steak—Ngau Yuk Pa..... 20

Serjoin—Ngau Lam..... 30

Sausages—Ngau Yuk Chung..... 26

Bullock's Brains—Know..... per set 10

Tongue fresh—Ngau Li..... each 10

Comed—Ham Ngau Li..... 60

Head—Ngau Tau..... 60

Heart—Ngau Sum..... 12

Hump, Salt—Ngau Kiu..... 20

Feet—Ngau Kerk..... each 8

Kidneys—Ngau Yiu..... 11

Tail—Ngau Mei..... 18

Liver—Ngau Con..... 12

Tripe (undressed)—Ngau To..... 6

Calves' Head and Feet—Ngau-chai-tau-keok..... set 20

Mutton Chop—Yeung Fai Kwat..... 26

Leg—Yeung Pei..... 23

Shoulder—Yeung Shau..... 23

Pigs' Chitlings—Chi cheong..... per set 12

Brains—Chi Know..... per set 12

Feet—Chi Kerk..... 12

Fry—Chi Chak..... 12

Head—Chi Tau..... 10

Heart—Chi Sum..... each 8

Kidneys—Chi Yiu..... pair 8

Liver—Chi Kon..... 25

Pork, Chop—Chi Fai Kwat..... 22

Corned—Ham Chu Yuk..... 22

Leg—Chu Pei..... 22

Fat or Lard—Chu Yau..... 16

Sheeps' Head and Feet—Yeung Tau..... 55

Keok..... set 55

Heart—Yeung Sum..... each 6

Kidneys—Yeung Yiu..... 10

Liver—Yeung Con..... 24

Sucking Pigs, To Order—Chu Chai..... 16

Suet, Beef—Sang Ngau Yau..... 22

Mutton—Sang Yeung Yau..... 22

Veal—Ngau Chai Yuk..... 18

Sausages—Ngau Chai Yuk Tong..... 15

POULTRY.

Chicken—Kai Chai..... 32

Capons, Large, Small—Sin Kai..... 30

Ducks—Ap..... 24

Doves—Pan Kau..... each 18

Eggs, Hen—Kai Tang..... per doi. 18

Fowls, Canton—Kai..... 34

Hainan—Hoi Nam Kai..... 28

Geese—Ngo..... 20

Geese, Wild Shanghai—Sheung Hoi Ye..... pair 20

Musk Deer—Wong Keng..... each \$ 5

Hare—Tu Chai..... 27

Partridge—Che Khoo..... pair 27

Pheasant—Shao Kai..... pair 27

Pigeons, Canton—Pak Kup..... each 27

Hoibow—Hoibow Pak Kup..... 24

Quail—Um Chun..... 20

Rice Birds—Wo Fa Cheuk..... dozen 22

Snipe—Sa Chui..... each 22

Turkeys, Cock—Fo Kai Kung..... 55

Hens—Na..... 44

Wild Ducks, Shanghai, Suk-ap..... pair 75

Teal, Shanghai, Sui Ap Chai..... each 75

Wild Ducks Canton—Sang Shing Sui..... pair 75

Ap..... per pair 75

FISH.

Barbel—Ka Yu..... 13

Bream—Ti Yu..... 13

Canton Fresh Water Fish—Hoi Sin Yu..... 14

Carp—Li Yu..... 13

Catfish—Chik Yu..... 10

Codfish—Mun Yu..... 10

Crabs—Hai..... 16

Cuttle Fish—Muk Yu..... 11

Dab—Sa Mang Yu..... 13

Dace—Wong Mei Lun..... 8

Dog Fish—Tik To Sa..... 13

Eels, Congor—Hai Man Yu..... 24

Fresh water—Tam Sui Yu..... 28

Yellow—Wong Sin..... 32

Frogs—Tien Kai..... 60

Garoupa—Sek Pan..... 11

Gadzeon—Pak Kup Yu..... 10

Herrings—Tao Pak..... 16

Halibut—Cheung Kwan Yu..... 14

Labrus—Wong Fa Yu..... 14

Loach—Wu Yu..... 24

Lobsters—Lung Ha..... 24

Mackerel—Chi Yu..... 24

Monk Fish—Mon Yu..... 24

Mullet—Chai Yu..... 24

Oysters—Sang Hoo..... 24

Parrotfish—Kai Kung Yu..... 24

Peech—Tau Loo..... 24

Pike—Fa Paw Poong..... 24

Platice—Pan Yu..... 24

Pomfret, Black—Hak Chong..... 22

Pomfret, White—Pak Chong..... 28

Prawns—Ming Ha..... 40

Ray—Fel Fa Ba..... 9

Rock Fish

THE HANKOW TEA SEASON.

"GANG WARILY."

It will be in the recollection of all those interested in this article, that though the opening of the market last year was attended by little or no excitement, yet buyers exhibited unwonted anxiety to fill their orders, which were chiefly for common tea at a price that subsequently turned out to be too low, viz., 6d. per lb., a course of action based only on the belief that Russia, unable to get her usual supply of tea, would be compelled to have recourse to the London market. To some extent this expectation was fulfilled, but not to that anticipated, for the direct export to the United Kingdom which reached the large total of 25,000,000 lbs., was only lessened by the re-export of 13,000,000 lbs., thus making the net shipments to London 12,000,000 lbs., a quantity even largely in excess of requirements, when it is borne in mind that the monthly deliveries barely average 1,000,000 lbs., while those for the past few months have fallen to 600,000 lbs. In fact, the actual delivery for the month of April was only 800,000 lbs., at which rate it would take ten months to get rid of the existing stock.

It is doubtless true that a moderate quantity of low to ordinary Congou costing from 4d. to 5d. per lb. was turned over at a slight margin of profit, and also that a few thousand packages were sold at 4d. per lb. for transhipment to Continental ports, but the wonder is that such should have been the case, as never, perhaps, has the stock in London comprised so preponderating a quantity of really good tea at such abnormally low prices as have ruled for the past six months. For instance, it is but too well-known that counterparts of Keemun which realised on arrival 10s. to 15s. 6d. per lb. are to-day practically unsaleable at losses of 40 per cent to 50 per cent. And similarly with other descriptions of good tea which go but slowly into consumption at the tempting prices of 4d. to 7d. per lb.

Perhaps one of the greatest anomalies of the London trade is the fact that, with the knowledge of its ability to purchase in the course of the next few months, for 5d. to 6d. per lb., tea that laid down at 10d. to 15s. per lb. it will, as usual, be found a buyer of early Shuentsun at similar rates, simply because they are "new teas." This grade of tea, it must be remembered, so far as the English market is concerned, is used by dealers simply as padding to reduce the price of their low-cost blends, the right penny canister, for instance, so that every farthing increase in the cost of low China tea tends to render it more unfitted for what is practically its only outlet in the United Kingdom.

In respect of China tea, it was thought that the 8d. per lb. duty would have benefited it, if not in price, at least by enabling it to form a greater part than usual of the cheaper canisters, and so to go into consumption. Now that the duty will be reduced as from the 1st of July next from 8d. to 6d. per lb., that hope is proportionately reduced.

Statistics are not encouraging either in England or America. Both countries are overburdened with stocks, and their markets can only find relief in "reduced" or "reduced" receipts. Anyhow a very much lower range of prices will have to be established in Hankow this year if shipments are to do any good at all, especially in the face of the enormous outputs of India and Ceylon, and the rapidly increasing export from Java, which already exceeds 200,000,000 lbs. There is little reason to believe that the United Kingdom consumption will touch a monthly figure of 25,000,000 lbs., or a total of 300,000,000 lbs. in the year, a consumption fully expected last year.

Never, possibly, has there been a season when greater and more marked discrimination will be required in selection. There must be a hard and fast line drawn between finest and that which in the hurry often passes for it. For "facile deservit Averi," and teas not really first-class easily pass into the abyss of mediocrity. And as with finest, so with medium teas. Careless differentiation may result in losses which may be well expressed by the algebrical x . As for common tea it can only be hoped that they will be bought at common prices.

Various rumors are afoot as to the quality of the forthcoming crop. If Foochow it is said that the Flower Peaches have been hopelessly damaged by the long-continued wet weather. For similar reasons the contiguous Wenchow teas are even worse than usual, which is saying a good deal. But from Hankow, on the other hand, comes the more acceptable news that the crop is superior to that of last season, and much stronger in the cup. Little has been heard of the Kienlung tea, but it is expected that despite the fact that there are more tea in the total output will be smaller this year, certainly less than last year. The noticeable feature in the list of the Hupoh and Hunan native tea hongs is the great increase in those producing the commonest Oonahms, Shuntan, Lieling, Kokew, as also the lower Oopacks. There is therefore every promise of a superabundant supply of common tea, and though the total North China yield will possibly prove to be ten per cent. less than last year, 1905 will probably be a "chick-marek" as the largest "common tea" season ever known. Therefore, if there is aught of value in this homily, buyers would not be unwise to "gang warily."—*M. C. D. News.*

UNCONSCIOUS HYPNOTISM.

EXTRAORDINARY DEATH OF NEW YORK GIRL AFTER 15 DAYS' TRANCE.

New York, March 24.—One of the most remarkable cases in the experience of the doctors of the Presbyterian hospital ended to-day in the death of Miss Luella Huestis, of Mount Vernon, who, with her mother, Mrs. James H. Huestis, had been in a trance for fifteen days prior to her death. More than two weeks ago both of the women were found unconscious in the home of Henry W. Meller, a well-known lawyer of this city, who was acting as their counsel and on whom they had called for legal advice. They were supposed to have been asphyxiated by gas. Neither had since recovered consciousness, and physicians and hypnotists were puzzled by their unaccountable condition. Miss Huestis was an attractive young woman, 25 years old. A lack of nourishment was the principal cause of her death, as it had been impossible to give her food except in liquid form, and this through a tube.

A singular fact is that the young woman's mother, who lay in an adjoining room, began to show signs of the approach of death soon after the death of her daughter. Like her daughter, the mother is also greatly emaciated, and the physicians at the hospital say that her low vitality is due practically to starvation. Superintending physician of the hospital, said to-day that it was the most remarkable case he had ever treated. "We are at a loss to account for it," said he, "the cases have attracted the attention of men of science all over the country, but no theory that can be advanced has been of any service to us."

One specialist in hypnotism and psychology, who investigated the case, has made public his conclusion that the two women had unconsciously hypnotized each other and that the asphyxiation theory is entirely wrong.

Shipping.

ARRIVALS.

Roon, Ger. s.s. 5034, G. Melners, 22nd May.—Yokohama 13th May, Mails and Gen.—M. & Co.
Putney Bridge, Br. s.s. 2,147, E. Robinson, 22nd May.—Cardiff 1st Mar. Coals.—Order.
Ellenbeth Rickmers, Ger. s.s. 997, G. Götsche, 22nd May.—Bangkok 16th May, Rice and Wood.—B. & S.
Manica, Br. s.s. 2,616, R. Leslie, 22nd May.—London and Singapore, 16th May, Gen.—N. Y. E.
Merced, Br. s.s. 2,925, J. S. McGregor, 22nd May.—Mira Bay 22nd May.
Zafiro, Br. s.s. 1,611, R. Rodger, 22nd May.—Manila 20th May, Gen.—S. T. & Co.
Haitan, Br. s.s. 1,183, J. S. Roach, 23rd May.—Fochow 19th May, Amoy 21st, and Swatow 22nd, Gen.—D. L. & Co.
Empress of China, Br. s.s. 3,046, R. Archibald, R.M.R., 23rd May.—Vancouver, B.C., 1st May, and Shanghai 10th, Mails and Gen.—C. P. R. Co.
Hansang, Br. s.s. 1,356, W. Wilde, 23rd May.—Shanghai and Swatow 19th May, Gen.—J. M. & Co.
Carl Menzell, Ger. s.s. 984, G. Ricard, 23rd May.—Wuhu 13th May, Coals.—E. A. T. Co.
Volute, Br. s.s. 2,311, E. Holliday, 23rd May.—Balk Papan 15th May, Bulk Oil.—A. K. & Co.
Anamba, Dan. s.s. 1,118, G. Gortsen, 23rd May.—Kohsi-chang 16th May, Rice.—Order.
Feiching, Br. s.s. 980, E. Hoelzer, 23rd May.—Swatow 22nd May, Gen.—C. M. S. N. Co.

Clearances at the Harbour Office.

Charles Hardman, for Canton.
Kwangtung, for Canton.
Hollon, for Swatow.
Shun Lee, for West River.
Shun Chang, for Canton.
Honghai, for Amoy.
Horne, for Kufat.
Hydes, for Moji.
Hoising, for Hoilow.
Haukang, for West River.
Arabia, for Kelung.
Carl Diederichsen, for Hoilow.
Hoi Tin, for Kwong-chow-wan.
Taming, for Manila.
Hanoi, for Hupoh.
Haukang, for Vacoa.
Hui Quong-chow-wan.
Ho Kwai, for West River.
Hansang, for Canton.
Worth Hall, for Saigon.
Gregory Affor, for Singapore.
Carl Menzell, for Canton.
May 23.
Arabia, for Portland, Or.
Clara Jensen, for Swatow.
Jeleworth, for Shanghai.
Ribet, for Noumea.
Zoroaster, for Christmas Island.
Parker, for Amoy.
Seckuen, for Shanghai.
Yatkin, for Fochow.
Wong of, for Swatow.
Hynde, for Tacoma.
Taming, for Manila.
Gregory Affor, for Calcutta.
Hanoi, for Hoilow.

Passenger Arrivals.

Per *Haitan*, from Canton Ports—Rev. and Mrs. Milward and child, Rev. and Mrs. Walter, Dr. and Mrs. Paton and 2 children, Messrs. Tuxford, R. W. Sandhu, and 130 Chinese.
Per *Roon*, for Hongkong from Yokohama—Mr. A. P. Goodwin, Mr. L. Mas and party, Mrs. Kober—Messrs. O. Smith, J. Henry, and Wong Shiu Cho. From Nagasaki—Mrs. Tompkins. From Shanghai—Messrs. Hill, H. I. C. Larges, F. Bormer, Mr. and Mrs. Schroeter, Miss A. Orter, Messrs. C. W. Mead, W. Burns Paye, Stone, A. C. Kohler, E. Ozema, Mrs. Leeper, Mrs. Zwilling, Messrs. J. Maury, Minzer, O. Chopard, Mrs. Bofie, Messrs. Marchink Dietrich, Chables, Mrs. J. R. Cappel, and Mr. L. Gavino.
Per *Zafiro*, from Manila—Messrs. V. Neu-mark, J. H. Chandler, F. M. Rees, Mrs. W. R. Green, Major Kennen, Messrs. P. Miller, B. F. Richard, Jenkins, Chas. T. Hart, Brock, Gee, I. W. Johnson, E. J. Gibbons, T. W. Sullivan, E. Bue, H. O. Hanna, W. Wagner, T. Wata-rabe, P. Baerlocher, I. Guyn, Miss Gulespee D. Marie, Mrs. Kennen, Messrs. E. G. Weiler, A. Macdonay, Miss Sarah Swift, R. A. Bestow, Mrs. L. Moore, Mrs. Gee, W. Bobbe, W. Bobbe, Hind, A. L. Young, H. Wendt, G. E. Lund-green, A. Metel, M. Ohta, W. A. Playte, and 26 Chinese.
Per *Empress of China*, from Vancouver—Mr. and Mrs. A. C. Cocks, Messrs. Wing He Chong, A. R. Gray, T. G. Turnbull, J. M. Coyne, A. C. Van Nigro, and S. H. Facey. From Yokohama—Messrs. G. T. Assomull, V. W. Assomull, D. N. Assomull, Lieut. Weston, R. W. Roy, G. M. Waters, Miss Stillwell, Mrs. C. G. Dicken, Mr. H. Gross, Capt. and Mrs. Nugent, Mrs. J. Parsons, Col. Reynolds and daughter, Miss Jamieson, Messrs. H. J. McQuade, H. M. Matland, and Chief Justice and Mrs. Piggott. From Kobe—Capt. Geo. Long-horn, "iss Longhorn and maid, Messrs. J. Cox Fillan and A. McKinlay. From Shanghai—Messrs. T. J. C. White, E. G. Turner, and 13 Chinese.
Per *Hansang*, from Shanghai, &c.—Mr. and Mrs. Underwood, Mrs. Brumfield, Mr. Glen-dining, and 12 D.B.S.

Shipping Report.

Str. *Roon* sailed from Moji—Fine weather with occasional mists.
Str. *Dar Janus* from Shanghai—Fine, light and smooth sea passing Fog Bank.
Str. *Zafiro* from Manila—Light variable airs, with calm sea all the way across.
Str. *Hong Bee* from Singapore—Light variable winds, and fine weather throughout.
Str. *Ilseworth* from Saigon—Fine weather, light N.E. winds, and smooth sea throughout the passage.
Str. *Roon* from Yokohama—On the coast of Japan fine weather, light winds and moderate sea; in the inland sea to Nagasaki cloudy weather with rain; from thence to Shanghai foggy, and moderate sea; from thence to port cloudy weather, light winds, and light sea.

Vessels in Port.

STRAMERS.
Athenian, Br. s.s. 2,440, S. Robinson, 18th May.—Vancouver, B.C., 17th April, and Shanghai 15th May, Gen.—C. P. R. Co.
Baron Fairlie, Br. s.s. 2,323, J. I. Ullstrom, 21st May.—Moji 15th May, Coals.—Order.
Borneo, Ger. s.s. 1,344, E. Mubie, 15th May.—Sandakan 10th May, Timber and Gen.—M. & Co.
Bronhilde, Ger. s.s. 854, H. Selck, 15th May.—Bangkok 10th May, Ballast.—S. W. & Co.
Carl Diederichsen, Ger. s.s. 774, H. Schalkier, 21st May.—Haliphong and Hoilow 20th May, Gen.—J. & Co.

Changsha, Br. s.s. 1,463, T. Moore, 20th May.—Sydney 23rd April, Brisbane 20th, Broad-mount 20th, Mackay 20th, Townsville 20th, Cairns 1st May, Thursday Island 5th, Zamboanga 15th, and Manila 15th, Gen.—B. & S.
City of Birmingham, Br. s.s. 99, J. Watson, 14th May.—Grimsby 26th Mar. Ballast.—Order.
Crusader, Fr. s.s. 2,744, F. Brown, 17th May.—Mororan 7th May, Coals.—Hughes & Hough.
Dardanus, Br. s.s. 2,997, J. Milkinch, 21st May.—Shanghai 18th May, Gen.—D. L. & Co.
Doric, Br. s.s. 2,936, H. Smith, R.M.R., 17th May.—San Francisco 15th April, Midway Islands 23rd, Yokohama 2nd May, Kobe 5th, Nagasaki 8th, and Manila 15th, Mails & Gen.—O. & S. S. Co.
Foching, Br. s.s. 1,423, T. Arthur, 22nd May.—Canton 21st May, Gen.—J. M. & Co.
Forstner, Ger. s.s. 1,814, Oherlich, 9th May.—Newport 18th Jan., and Hone Kobe Bay 5th May, Ballast.—J. & Co.
Glenstar, Br. s.s. 3,600, McGillivray, 22nd May.—London 6th April, and Singapore 16th May, Gen.—McG. Bro. & Co.
Haitan, Fr. s.s. 377, L. Anderson, 10th May.—Pakhoi and Hoilow 9th May, Gen.—A. R. M. & Co.
Hong Bee, Br. s.s. 2,065, H. Peters, 22nd May.—Singapore 16th May, Gen.—Order.
Hui, Fr. s.s. 705, Godineau, 21st May.—Quang-chow-wan 20th May, Gen.—A. R. M. & Co.
Ithaka, Ger. s.s. 2,269, H. Eckhorn, 17th May.—Shanghai 13th May, Gen.—S. & Co.
Kwangli, Fr. s.s. 6,700, Barillon, 22nd May.—Amoy 7th April, Gen.—M. M.
Laertes, Br. s.s. 1,351, J. B. Jackson, 19th May.—Saigon 13th May, Rice and Meal.—Chinese.
Laisang, Br. s.s. 3,460, P. M. Lake, 21st May.—Calcutta 5th May, Penang and Singapore 16th, Gen.—J. M. & Co.
Machew, Ger. s.s. 950, Harjes, 21st May.—Bangkok 13th May, and Swatow 20th, Rice.—B. & S.
Macquarie, Br. s.s. 2,073, St. John George, 25th April.—Moji 21st April, Coals.—G. L. & Co.
Mathilde, Ger. s.s. 678, A. Ulderup, 11th May.—Pakhoi 7th May, and Hoilow 9th, Gen.—J. & Co.
Pakiet, Ger. s.s. 1,018, H. Demes, 18th May.—Bangkok 12th May, Rice.—B. & S.
Queen Cristina, Br. s.s. 2,864, J. Breake, 22nd May.—Muran 11th May, Coals.—D. & Co., Ltd.
Sirocco, Br. s.s. 2,340, G. Williamson, 13th May.—Moji 8th May, Coals.—D. & Co., Ltd.
Stanley Dollar, Br. s.s. 1,857, J. C. Bruce, 13th May.—Moji 8th May, Coals.—A. K. & Co.
Thos. Lunn, Br. s.s. 1,242, Blance, 20th May.—Cardiff 14th Mar., and Colombo 1st May, Coals.—D. & Co., Ltd.
Thyra, Nor. s.s. 2,410, P. M. Toyne, 21st May.—Moji 15th May, Coals.—M. B. K.
Ualwood, Nor. s.s. 1,060, Carl Andersen, 5th May.—Samarang 27th April, Sugar.—Yuen Fat Hong.
Werneth Hall, Br. s.s. 2,668, Swanson, 18th May.—Moji 12th May, Coals.—D. & Co., Ltd.
Yuesang, Br. s.s. 1,128, P. H. Rolfe, 22nd May.—Manila 19th May, Gen.—J. M. & Co.

SAILING VESSELS.

A. G. Ropes, Am. ship, 2,302, D. H. Riner, 16th Mar.—Philadelphia 16th Oct, 1904, Case Oil.—S. O. Co.
Deccan, Br. ship, 1,836, E. Gale, 13th May.—New York 22nd Nov, 1904, Case Oil.—S. O. Co.
Travancore, Br. ship, 2,217, Harges, 30th April.—Cardiff 5th Sept., Patent Fuel.—Government.

Steamers Expected.

Vessel	From	Agents	Day
Manchuria	Shanghai	P. M. Co.	May 24
Aragonia	Japan	P. & A. Co.	May 24
Zieten	Singapore	M. & Co.	May 24
Abelour	Singapore	H. A. L. Co.	May 25
Palma	Singapore	P. & O. Co.	May 25
Taijap	Kinchin	C. J. J. Co.	May 29
Korea	Japan	P. M. Co.	June 2
Namsang	Calcutta	J. M. & Co.	June 3
Willehad	Sydney	M. & Co.	June 5

Hongkong & Whampoa Dock Returns.

Mathilde at Kowloon Dock.
Gulf of Venice
Jacob Diederichsen
City of Birmingham
Mercedes
Crusader
Compassion

Ships Paused the Canal.

Outward—25th April—Bentley, *Abelour*, *Haitan*, *Tannan*, *Scotish*, *Bentley*, *Kennan*, *Manica*, *Daghestan*, *Manorah*, *Zambet*, *Oldhamia*.
26th April—*Albana*, *Hyson*, *Palma*, 2nd May—*Prism*, 6th May—*Kolpina*, 5th May—*Glucous*, *Caledonia*, 9th May—*Ambrisa*, *Inveric*, *Oppach*, *Shimosa*, *Merionethshire*, *Goldmouth*, 12th May—*Sithonia*, 16th May—*Benglos*, *Java*, *Darmstadt*, *Musagon*, *Edisvald*, *Prins Eitel Friedrich*, 19th May—*Oceanian*, *Prometheus*, *Pyrhus*, *Drufar*, *Inkula*, *Lahian*.

Homeward—28th April—*Tourane*, 2nd May—*Zielen*, 9th May—*Manila*, 12th May—*Manchou*, *Suevia*.

Arrivals at Home—25th April—*Prism*, *Marie*, *Danishlight*, *Prins Alice*, 26th April—*Rhinania*, *Prins Regent*, *Zambet*, *Falcor*, *Slemer*, 1st May—*Japan*, and May—*Kennan*, *Sambila*, 6th May—*Pak Line*, *Bentley*, 12th May—*Achilles*, *Malacca*, 16th May—*Swanley*, *Richmond*, *Cattle*, *Tonkin*, 19th May—*Anilcor*, *Prins Heinrich*.

Post Office.

A Mail will close to—

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—*Per Alkanas*, 24th May, 9 A.M.
Quang-chow-wan, Hoilow, Pakhoi and Haliphong—*Per Hua*, 24th May, 9 A.M.
Kobe—*Per Changsha*, 24th May, 9 A.M.
Swatow and Shanghai—*Per Foching*, 24th May, 9 A.M.
Quang-chow-wan—*Per Hoi Tin*, 24th May, 9 A.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—*Per Doric*, 24th May, 10 A.M.
Europe, &c., India, via Tuticorin—*Per Roon*, 24th May, 11 A.M.
Macao—*Per Hongshan*, 24th May, 1:15 P.M.
Saigon—*Per Lorlet*, 24th May, 5 P.M.
Kudat and Sandakan—*Per Borneo*, 25th May, 8 A.M.
Swatow, Amoy and Fochow—*Per Haitan*, 25th May, 9 A.M.

Holhow and Haliphong—*Per Carl Diederichsen*, 25th May, 9 A.M.
Macao—*Per Hongshan*, 25th May, 1:15 P.M.
Hollo—*Per Sunghang*, 25th May, 3 P.M.
Kongmoon, Kunchuk, Shiohgang and Takling—*Per Lintan*, 25th May, 3 P.M.
Shanghai, Yokohama and Kobe—*Per Nippon*, 26th May, 11 A.M.
Macao—*Per Hongshan*, 26th May, 1:15 P.M.
Tientsin—*Per Bang*, 26th May, 3 P.M.
Shanghai—*Per Foching*, 26th May, 3 P.M.
Shanghai, Tientsin and Chiofoo—*Per Loongmoon*, 26th May, 3 P.M.
Manila—*Per Zafiro*, 27th May, 11 A.M.
Macao—*Per Hongshan*, 27th May, 1:15 P.M.
Shanghai—*Per Wuhu*, 27th May, 3 P.M.
Cebu and Hillo—*Per Kailong*, 27th May, 3 P.M.
Swatow, Wei-hai-wei, Chiofoo and Tientsin—*Per Kaim*, 27th May, 3 P.M.
Macao—*Per Hongshan*, 29th May, 1:15 P.M.
Kongmoon, Kunchuk, Shiohgang and Takling—*Per Samsu*, 29th May, 3 P.M.
Frederick, Wilhelmshafen, and Melbourne—*Per Matpi*, Brisbane, Sydney and Melbourne—*Per Prins Eitel Friedrich*, 30th May, 10 A.M.
Europe, &c., India, via Tuticorin—*Per Ernest Simon*, 30th May, 11 A.M.
Macao—*Per Hongshan*, 30th May, 1:15 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, H.C.—*Per Empress of China*, 31st May, 10 A.M.
Macao—*Per Hongshan*, 31st May, 1:15 P.M.
Kongmoon, Kunchuk, Shiohgang and Takling—*Per Lintan*, 1st June, 5 P.M.
Manila—*Per Rook*, 3rd June, 10 A.M.
Europe, &c., India, via Tuticorin—*Per Malta*, 3rd June, 11 A.M.
Macao, Zambonga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—*Per Changsha*, 9th June, 3 P.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—*Per Eastern*, 10th June, 11 A.M.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7:30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.
Mails for Namiao, Sanbu, Kongmoon, Kunchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.
No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

KOWLOON.

Blunch, Mr. and Mrs. Price, Capt. and Mrs. Eustace, Bert.
Heriot, M.L.L.I., Capt. Stevenson, Lt.-Comdr. and Mrs. Mackay.
McCrack, Dr.
Mitchell, Mr.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED AT.
Alcidity	despatch vessel	1,700	4	3,000	Commander Harbord	Mis Bay
Albion	despatch vessel	12,950	16	13,500	Captain Sydney R. Fremantle	Hankow
Amphitrite	cruiser, 1st class	11,000	16	16,500	Captain C. Wyndham	Singapore
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommannay	Hongkong
Astraea	cruiser, 2nd class	4,300	10	7,000	Captain Lionel G. Tuffnell	Shanghai
Bonaventure	cruiser, 2nd class	4,300	10	7,000	Captain H. H. Torlesse	Hongkong
Centurion	battleship, 1st class	10,500	24	13,000	Captain Fegan	Hongkong
Cherub	water tank and tug	300	—	300		Singapore
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory	Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut. Commander Stevenson	Hongkong
Glory	battleship, 1st class	12,950	16	13,500	Captain Hqn. Biopford	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Lieut. Commander J. May	Hongkong
Hecate	special service torpedo	6,400	14	21,000	Lieut. Commander Richards	Hongkong
Hogue	cruiser, 1st class	12,000	14	21,000	Captain E. F. B. Charlton	Hongkong
Humber	storeship	1,640	—	800	Captain Shortland	Hongkong
Impetuous	cruiser, 2nd class	3,600	8	7,000	Lieut. P. M. Rindone	Singapore
Janus	torpedo boat destroyer	280	6	3,900	Captain William E. Fawcett	Singapore
Kinsba	river gunboat	85	4	800	Lieut. Commander W. H. Dorwell	Hongkong
Moorehen	river gunboat	180	10	13,500	Lieut. Commander E. V. F. R. Dogmore	Yangtze
Ocean	battleship, 1st class	12,950	16	13,500	Lieut. Commander F. B. Noble	Hongkong
Orion	torpedo boat destroyer	306	6	5,700	Captain T. G. Grest	Mis Bay
Rambler	surveying vessel	85	2	240	Lieut. Commander J. Kiddle	Hongkong
Robin	river gunboat	85	2	240	Commander C. E. Monro	West River
Sandpiper	river gunboat	85	2	240	Lieut. Commander Robert E. Vaughan	West River
Serpent	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Wenhaiwei
Sutlej	river gunboat	85	2	240	Lieut. Commander Davidson	Yangtze
Tamar	torpedo boat destroyer	250	6	6,500	Lieut. Commander G. H. H. Holden	Hongkong
Teal	receiving ship	4,600	16	21,000	Captain W. L. Grant	Singapore
Vengeance	river gunboat	180	2	800	Commander D. S. Secrestan	Singapore
Virago	battleship, 1st class	12,950	16	13,500	Rear-Admiral C. H. Adair	Singapore
Waterwitch	torpedo boat destroyer	355	6	6,500	Lieut. Commander Gregory	Hongkong
Whiting	surveying ship	620	4	450	Commander R. W. Glenzie	Hongkong
Woodcock	torpedo boat destroyer	350	6	5,900	Lieut. Commander C. E. L. Thomas	Yangtze
Woodcock	river gunboat	150	2	550	Lieut. Commander Hugh Somerville	Yangtze
Woodcock	river gunboat	150	2	550	Lieut. Commander Jao. F. Knox	Yangtze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Cornyn-Ince, C.B., C.M.G.

Baker, A. S.
Beebe, K.
Bingham, Mr. & Mrs.
J. E. and child
Birbeck, R. J.
Blissell, W. S.
Blaney, S.
Blaney, Mrs

